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PACIFIC AIR FORCES**

PACAF INSTRUCTION 24-101

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Transportation



PACAF COMBAT MOBILITY FLIGHTS

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This instruction is implemented by AFPD 24-1, *Personnel Movement*. It outlines responsibilities and provides guidance for the operation of PACAF Combat Mobility Flights (CMF). It applies to personnel administratively assigned to base level Logistics Readiness Squadrons in support of theater airland/airdrop operations. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command. This publication does not apply to Air National Guard (ANG) or Air Force Reserve Command (AFRC) units and members. See attachment 1 for a glossary of references and supporting information. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Changes include more clearly outlining levels of Responsibilities; defining procedures for Administration and Logistics; clarifies Funding procedures; revises Training requirements; and updates the Combat Mobility Elements to reflect their new structure as Flights.

1. Responsibilities. Commander, U.S. Pacific Command (CDRUSPACOM) exercises combatant command of all theater assigned and attached airlift assets. Control of these assets is exercised by the Commander, Pacific Air Forces (COMPACAF). HQ PACAF has primary

responsibility to support C-130/C-17 tactical airlift operations in the Pacific Theater. HQ PACAF will exercise operational planning in conjunction with its Numbered Air Forces: 5th Air Force, Yokota AB, Japan; 7th Air Force, Osan AB, Korea; 11th Air Force, Elmendorf AFB, Alaska; and 13th AF, Hickam AFB, Hawaii. HQ AMC is responsible for providing resources required to meet USTRANSCOM and theater USPACOM airlift and tanker requirements in accordance with the DoD mission priority system.

1.1. While deployed in the theater during peacetime, CMF responsibilities include support of real world contingencies, JCS/PACAF exercises, PACAF C-130/C-17 Special Assignment Airlift Missions (SAAMs), and humanitarian assistance/disaster relief mission support.

1.2. At home station, during peacetime, CMF's are responsible to support PACAF C-130/C-17 unilateral airdrop and airland training.

1.2.1. CMF's will prepare, rig, and inspect Air Force supplies and equipment for PACAF assigned airdrop missions and unilateral airdrop/airland training. Current Rigging T.O.s will be available and used in load rigging/buildup areas.

1.2.2. CMF's will inspect and repack unit assigned cargo parachutes and rigging equipment. A Memorandum of Agreement (MOA) will be accomplished between the CMF and the respective base agency to repair cargo parachutes.

1.2.3. CMF's will recover unilateral airdrop training loads, bundles, and associated equipment from the drop zone (DZ). Airdrop training loads must be recovered from the DZ as soon as possible following each training mission to reduce the risk of loss or damage. **Note:** As a very last resort, CMF's can coordinate with the user to have bundles recovered by the Drop Zone Control Officer (DZCO)/Combat Control Team (CCT), or a designated representative.

2. Mission. Combat Mobility Flights are highly trained, self-sufficient, mobile teams that provide limited aerial port airdrop/airland support capability. One of the primary functions of the CMF is to establish and operate non-fixed air terminals at employment sites where no permanent air terminal organization exists. The limited amount of CMF personnel in the command does not allow the CMF to participate in long-term sustainment operations other than AEF rotations as required. If a situation exists where long-term sustainment appears imminent, HQ PACAF/A4RDC will look to the Air Expeditionary Force Center (AEFC) for relief.

2.1. CMF's are wartime tasked to provide rapid response capability within theater, upon Operational Plan (OPLAN) execution. To that end, CMF personnel should not be involved in home station issues that have any chance whatsoever of occurring simultaneously with OPLAN execution, as the CMF resources will no longer be available for use. This includes wing deployment processes or base augmentation programs.

2.2. Historical data about the CMF can be found in [Attachment 2](#).

3. Execution. PACAF CMF's provide CDRUSPACOM limited rapid airfield opening capability IAW their Designed Operational Capability (DOC) statement. All are OPLAN tasked, responsible for initial air transportation reception (stand-up) at various Collocated Operating Bases (COBs) on the Korean peninsula.

3.1. CMF's are a theater resource and as such, sole tasking authority for specific missions remains with HQ PACAF/A4RDC.

3.2. During peacetime, CMF's will respond to theater short notice deployment requirements (contingency or other), at the direction of HQ PACAF/A4RDC.

3.3. While deployed, PACAF CMF's will support strategic and tactical airlift operations, including PACAF C-130/C-17 unilateral airdrop/airland training IAW DoD mission and/or theater COMPACOM priorities.

3.3.1. PACAF CMF's can operate with or without a Contingency Response Group Element (CRGE). When deployed with a CRGE they fall under the operational control of that CRGE regardless of MAJCOM affiliation.

3.4. Due to the scope of their mission, the need to travel via military and/or commercial means, and vast geographical area of responsibility, official passports are essential to ensure uninterrupted support and mission accomplishment.

4. Tasking Process.

4.1. HQ PACAF/A4RDC is the sole tasking authority for CMF personnel and equipment in support of theater contingencies/exercises. PACAF installations will coordinate CMF requirements with 13 AF/A4 or associated NAF, who in-turn will contact A4RDC for validation and sourcing of the appropriate CMF (s). A4RDC will coordinate with AEFC or AMC for augmentation if unable to support with PACAF CMF resources.

4.2. HQ AMC may request to use PACAF CMF's for JCS exercises within the Pacific AOR when AMC and PACAF agree to do so in terms of mission effectiveness and cost. TACC/XOPM will coordinate directly with PACAF/A4RDC for availability planning. Flights will be sourced by HQ PACAF/A4RDC.

4.3. CMF personnel at each location are AEF postured in tempo band blocks and are subject to taskings for all three blocks. HQ PACAF/A4RDC will determine a CMF's ability to effectively and efficiently support an AEF requirement.

5. Vehicles/Equipment.

5.1. Equipment to support all taskings will, as a general rule, be derived from CMF's themselves or either theater and/or CONUS war reserve materials (WRM) stocks. During exercise planning, if use of WRM is determined necessary, approval must be obtained as described in AFI 25-101, Chapter 6.. If theater equipment is not available, requirements will be requested through TACC/XOPM.

5.2. The CMF VCNCO will manage assigned vehicles. Due to their unique mobility mission, a close liaison between the wing vehicle control officer/vehicle control NCO (VCO/VCNCO) and squadron/group VCO/VCNCO are required to maintain a successful vehicle management program.

5.3. . PACAF/A4RDC and PACAF/A4RV will determine the requirement for a vehicle mechanic and TMSK based on the duration and nature of the mission and the type of MHE deployed.

5.4. Tasked vehicles and MHE must receive a Limited Technical Inspection (LTI) from the host vehicle management flight prior to deployment. All tasked equipment must deploy with appropriate Technical Orders (T.O.) and Temporary Mission Support Kit (TMSK) IAW AFI 24-302, *Vehicle Management*) as determined by PACAF/A4RDC and PACAF/A4RV. Upon

receipt of deployment tasking, TMSK w/30 day supply of parts will be built for deploying vehicle/MHE assets. Responsibility begins with unit VCO/VCNCO through close coordination with base transportation.

NOTE: T.O.'s and Logistics Detail (LOGDET) items will remain with deployed vehicles and MHE. These assets will be returned to the owning unit when the vehicle or equipment is returned to home station.

5.5. CMF vehicles/equipment will not remain at a deployed location upon TDY completion.

NOTE: Unless assigned to a specific equipment UTC, electronic, computer, and other unit equipment will be rotated with the assigned unit. Each deploying unit will furnish its own capability unless the original capability was theater-furnished. This will ensure the unit redeploying is properly equipped to handle subsequent deployment requirements.

6. General.

6.1. Assigned personnel who have completed the Joint Airdrop Certification Course or Fabrication of Aerial Delivery Loads Course are authorized to perform parachute packing, rigging duties, and certify airdrop loads using DD Forms 1748, *Airdrop Inspection Record, Joint (Platforms)/1748-1, Airdrop Inspection Record, Joint (Containers)*.

6.2. Personnel Utilization. Work schedules for deployed aerial port operations are based on individuals working 12-hour shifts. Adverse climatic conditions may dictate shorter work periods. After completion of a continuous duty period, commanders and supervisors must ensure personnel are provided a rest period of sufficient duration to allow a minimum of 8 hours uninterrupted sleep.

6.3. CMF personnel will use proper safety/professional equipment (hearing protection, gloves, reflective belts/vests, etc.) when loading/unloading aircraft or performing drop zone operations.

7. Fleet Service.

7.1. The functions of fleet service in a deployed environment are usually minimal. If a fleet service function cannot be fulfilled by contract and PACAF support for the requirement is requested, the provisions of AMCI 24-101, Volume 10, *Military Airlift-Fleet Services*, should be followed as closely as possible. These provisions may be modified to meet local requirements or capabilities. However, units must ensure sanitary handling of food/beverages is accomplished through a segregation of duties.

8. In-transit Visibility.

8.1. In-transit visibility (ITV) is an integral part of aerial port operations. UTC's have been created to ensure ITV capability for deployed aerial port forces is available to fully support Combatant Commanders. This capability will document all cargo and passengers moving in the air portion of the Defense Transportation System (DTS) IAW AFI 24-238, *In-Transit Visibility*. In situations where connectivity cannot be achieved, coordinate with HQ AMC/A4TI for approval to submit data to the AMC ITV cell. With AMC/A4TI concurrence, submit manual or automated cargo/passenger manifest to the AMC ITV cell. Manifests will be sent via telephonic voice or fax, along with verifying receipt of submission by the ITV cell.

8.2. CMF's will be trained, equipped and qualified to capture In-transit Visibility (ITV) data for deployed cargo and passengers.

9. Administration and Logistics.

9.1. PACAF Combat Mobility Flights are administratively assigned to the 773rd Logistics Readiness Squadron, Elmendorf AFB, Alaska; 647th~~45th~~ Logistics Readiness Squadron, Hickam AFB, Hawaii; and 374th Logistics Readiness Squadron, Yokota AB, Japan.

9.2. Though administratively assigned to a home station wing, CMF personnel will not be tied/committed to any base deployment process or augmentee program other than duties required to augment/enhance installation security (i.e., Gate Guard, EET duties) during peace-time. CMF personnel can be used as subject matter experts or technical advisors for the base deployment process. Performance of these duties will/can not interfere with any Wing unilateral airdrop training, theater exercise, contingency or real-world deployment initiatives supported by the CMF.

9.2.1. During wing deployment exercises and if available, CMF personnel and equipment UTC's should be tasked to deploy. When not tasked to deploy, personnel can perform Exercise Evaluation Team (EET) duties or technical advisors as long as the duties do not interfere with Wing unilateral airdrop training preparation or execution.

9.3. IAW PACAF Sup 11-401, **Attachment 3**, CMF personnel may be authorized Mission Essential Ground Personnel (MEGP) status.

9.4. CMF superintendents (Senior ranking enlisted member) will monitor current and projected TDY requirements for impact on C-17/C-130 aircrew and CMF personnel training. Superintendents will coordinate with Current Ops Schedulers to deconflict projected training mission support with personnel/MHE availability.

9.5. CMF superintendents will provide HQ PACAF/A4RDC with monthly passenger/cargo workload data and personnel, equipment, and vehicle availability status using the Monthly CMF Status Report (RCS:PAF-A4R(M)0202)(**Attachment 3**) submitted to HQ PACAF/A4RDC NLT the 10th of every month.

9.5.1. CMF superintendents will submit a DD Form 1748-3, *Joint Airdrop Summary Report*, to the Aerial Delivery and Field Services Department (ADFS) NLT the 10th of every month. http://www.quartermaster.army.mil/adfsd/adfsd_main.html

9.6. CMF personnel, by virtue of their command-directed mission, are authorized access, upon coordination with the MAJCOM WRM monitor(s), and non-reimbursable use of WRM vehicles and MHE, as required, to comply with their taskings.

9.7. CMF personnel frequently deploy on short notice in support of exercises, contingencies, and humanitarian operations to foreign countries. To sustain their rapid-response capability, 90 percent of CMF personnel will possess an official passport.

10. Funding.

10.1. In FY94, COMPACAF/CC approved the budget for initial issue of supplies and equipment. All subsequent supplies and equipment will be procured by the respective Logistics Readiness Squadron commanders through normal Base Operating Support funding procedures. ESP code "CM" will be used to track all CMF obligations.

11. Training. Each squadron commander exercising administrative command of CMF personnel will ensure their mission readiness by:

11.1. Maintaining oversight of OJT and formal training.

11.2. Ensuring local host base tenant support agreements are continually updated to incorporate 2T2X1 core tasks and critical wartime training requirements as identified in the Career Field Education and Training Plan (CFETP) with tenant Air Mobility Squadron (Aerial Port) capabilities.

12. Deployed Survivability.

12.1. The ability to deploy assets, establish airlift support operations, and minimally sustain those operations in any type of environment, whether it be military operations other than war (MOOTW) or war itself, is critically important to the mission of all CMF units. Personnel selected to deploy to austere locations will receive just-in-time survivability training based on theater reporting instructions.

12.2. Weapons.

12.2.1. Theater reporting instructions also will be the determinant as to whether personnel should deploy with weapons. The standard weapon for all mobilized aerial port forces will be the M-16. Officers will have the option of deploying with the M-16 and/or the 9MM.

12.2.2. All weapons qualification standards for active duty personnel groups A, B, and C are IAW AFI 36-2226, *Combat Arms Program*. Arming groups A, B, and C are defined IAW AFI 31-207, *Arming and Use of Force By Air Force Personnel*. All CMF's fall under arming group B.

12.2.3. CMF's are required to maintain weapons and report status IAW their unit DOC statements.

13. Communications.

13.1. Mobility Land Mobile Radios. In order to carry out their wartime function, all CMF's will have land mobile radio sets in their deployment inventory. Although these radios will primarily be used for exercises and contingencies, they may also be used on a daily basis for training. These radios must be positively controlled (inventoried), continually maintained, and ready for deployment at all times.

13.2. Frequencies. Units must coordinate with their local frequency managers before they can operate any radio (UHF/VHF/FM/HF, etc.). For deployed locations, coordinate with the deployed Communications personnel and/or the responsible CRGE for deployed operations.

14. Physical Fitness Program.

14.1. CMF superintendents will establish in-house physical fitness programs to be conducted at a minimum three times a week for all assigned personnel. Each exercise should begin at the basic level and increase in intensity as endurance increases.

14.2. A higher level of physical fitness is essential to sustain airlift support operations in austere locations and keep pace with an increasing OPSTEMPO. Personnel typically are

required to work sustained 12-hour shifts while deployed and also be capable of sustained ops in chemical warfare equipment and/or body armor.

14.3. Units will deploy with AF PT uniform and must continue to conduct physical fitness training according to paragraph **14.1**.

14.4. Each unit should consult with appropriate base medical staff to assist with developing their program. Physical Fitness assessments will be conducted IAW AFI 40-501, *The Air Force Fitness Program*.

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Director of Logistics

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

A1.1. Publications. The publications listed below affect, to some degree, CMF operations. As a minimum, publications preceded by a number sign (#) will be contained in transportation documentation and publication (TDP) kits and made available for immediate deployment by the mobilized aerial port forces. All remaining publications are optional.

NOTE: Units must determine the need to deploy CD-ROM or paper copy publications based on the availability of power and the austerity of conditions at the deployed location.

References

#DoD 4500.9, *Defense Transportation Regulation, Part I Nov 2010, Part II Jun 2008, Part III Jul 2011, Part IV Apr 2003.*

DoD 4515.13-R, *Air Transportation Eligibility, Nov 1994*

Air Force Standard Publications (and all applicable supplements)

AFPAM 10-100, *Airman's Manual, 1 Mar 2009*

AFI 11-218, *Aircraft Operation and Movement on the Ground, 11 May 2005*

AFI 24-101, *Passenger Movement, 27 Oct 2004*

AFI 24-203, *Preparation and Movement of Air Force Cargo, 2 Nov 2010*

#AFMAN 24-204 (I), *Preparing Hazardous Materials for Military Air Shipments, 1 Sep 2009*

AFI 16-606, *Department of Defense Foreign Clearance Guide (FCG), 21 Jan 11*

AFMAN 36-363, *Management of Records, 1 Mar 2008*

AFI 90-201, *Inspector General Activities, 12 Jan 2011*

#AFMAN 91-201, *Explosive Safety Standards, 12 Jan 2011*

AFI 91-202, *The US Air Force Mishap Prevention Program, 5 Aug 2011*

AFI 91-204, *Safety Investigations and Reports, 24 Sep 2008*

AFI 91-207, *The US Air Force Traffic Safety Program, 22 May 2007*

AFI 91-202, *The US Air Force Mishap Prevention Program, 5 Aug 2011*

TO 00-5-1, *Air Force Technical Order System, 15 Aug 2009*

#TO 1C-5A-9, *Loading Instructions USAF Series C-5A Airplanes, 31 Mar 2010*

#TO 1C-10(K)A-9, *Cargo Loading Manual, KC-10A, 1 Aug 2007*

#TO 1C-17A-9, *Technical Manual Cargo Loading, C-17A*, 15 Jun 2005

#TO 1C-130A-9, *Cargo Loading Manual, C-130A/B/E/H, HC-130H/(H)N/N/P*, 1 Jun 2011

TO 35D-33-2-2-2, *463L Air Cargo Pallets*, 15 Jul 2005

TO 35D-33-2-3-1, *Maintenance and Repair Instructions—Air Cargo Pallet*, 30 Jun 1993

TO 36-1-3, *Painting, Marking and Lighting Requirements for USAF Vehicles*, 7 Nov 1988

TO 36-1-191, *Technical and Managerial Reference for Motor Vehicle Maintenance*, 20 Jul 2007

TO 36A-1-98, *Towing Procedures-Trucks, Truck-Tractor and Passenger Carrying Vehicles*, 8 Mar 1997

TO 36M-1-141, *463L Materials Handling Equipment System*, 9 Jun 2000

TO 36XX-X-1, *Vehicle/Equipment Operating Manual*

TO 36XX-X-2, *Vehicle/Equipment Service/Maintenance Manual*

NOTE: Maintain 36-series dash one and two technical orders, as applicable, for each type of vehicle subject to deployment. Technical orders may be maintained in the publications library. Prior to deployment, they will be withdrawn from the library for inclusion in TDY kits, as required. Unit supervisors should use their experience and judgment (DOC statements should be considered) in determining quantities of TOs required for mission accomplishment.

Army Field Manuals

(Recommended as references to conduct in-house self-defense programs)

FM 21-76-1 Multi-service Procedures For Survival, Evasion, and Recovery, Jun 1999

FM 21-75 The Warrior Ethos and Soldier, 28 Jun 2008

FM 5-103 Survivability, 10 Jun 1985

FM 7-10 The Infantry Rifle Company, 31 Oct 2000

Joint Pub 3-10.1 Joint Tactics, Techniques, Procedures for Base Defense, 23 Jul 96

FM 21-10 Field Hygiene and Sanitation, 21 Jun 2000

FM 21-16 Unexploded Ordnance (UXO) Procedures, 30 Aug 1994

FM 90-3 Desert Operations, 24 Aug 1993

Adopted Forms

The forms listed below affect, to some degree, CMF operations. As a minimum, forms preceded with a dash (-) will be maintained within the mobility units. Forms preceded by a number sign (#) will be contained in transportation documentation and publication (TDP) kits and made available for immediate deployment by mobilized aerial port forces. All remaining forms are optional.

NOTE:

1. Units must determine the need to deploy CD-ROM or paper copy forms based on the availability of power and the austerity of conditions at the deployed location.
2. Stock levels should be based on a 30-day requirement or expected deployment length.
3. Although not listed below, applicable vehicle operator inspection forms must also be maintained at the unit level. Ensure adequate supplies of forms are deployed with the equipment.

DD Form 518, **Accident-Identification Card**

DD Form 1149, **Requisition and Invoice/Shipping Document**

DD Form 1384, **Transportation Control and Movement Document**

#DD Form 1385, **Cargo Manifest**

#DD Form 1387, **Military Shipment Label**

#DD Form 1387-2, **Special Handling Data/Certification**

DD Forms 1748, *Airdrop Inspection Record, Joint (Platforms)*

DD Forms 1748-1, *Airdrop Inspection Record, Joint (Containers)*

DD Form 1748-3, *Joint Airdrop Summary Report*

DD Form 1839, **Baggage Identification**

DD Form 1854, **Customs Accompanied Baggage Declaration, US**

#DD Form 2130-1, **C-5B Load Plan**

#DD Form 2130-2, **C-130 A/B/E/H Load Plan**

#DD Form 2130-6, **KC-10A Load Plan (17 Pallets Configuration)**

#DD Form 2130-7, **KC-10A Load Plan (23 Pallets Configuration)**

#DD Form 2130-8, **DC8-50 Series F/CF Load Plan**

#DD Form 2130-9, **DC8-61/71-63/73F/CF Load Plan**

#DD Form 2130-10, **DC8-62CF Load Plan**

#DD Form 2130-12, **Cargo Manifest B747-100F/200C/200F**

#DD Form 2130C, **Aircraft Cargo Manifest Continuation**

#DD Form 2131, **Passenger Manifest**

#DD Form 2133, **Joint Airlift Inspection Record**

DD Form 2775, **Pallet Identifier/Placard**

#AF Form 457, **USAF Hazard Report**

AF Form 868, **Request for Motor Vehicle Service**

AF Form 1297, **Temporary Issue Receipt**

#AF Form 1800, **Operators Inspection Guide and Trouble Report**

AF Form 1823, **Vehicle and Equipment Work Order**

AF Form 1827, **Minor Maintenance Work Order**

#AMC Form 68, **Aerial Port Movement Log**

#AMC Form 156, **Terminating Cargo/Mail Manifest Control Log**

#AMC Form 302, **Cargo/Passenger Envelope and Checklist**

#AMC Form-1015, **Hazardous Material Inspection Checklist**

SF Forms 91, **Operators Report of Motor Vehicle Accident**
Shippers Declaration for Dangerous Goods

NOTE: AMC Form 148, Boarding Pass/Ticket, and flight insurance packets are for airlift of passengers on commercial missions.

Abbreviations and Acronyms

AEF - Air Expeditionary Force

AEFC - Aerospace Expeditionary Force Center

AF - Air Force

AFOSH - Air Force Occupational Safety and Health

AFPD - Air Force Policy Directive

AFRC - Air Force Reserve Command

AMC - Air Mobility Command

AMCI - Air Mobility Command Instruction

ANG - Air National Guard

AOR - Area Of Responsibility

CCT - Combat Control Team

CDRUSPACOM - Commander Pacific Command

CFETP - Career Field Education Training Plan

CMF - Combat Mobility Flight

COB - Collocated Operating Base

COCOM - Combatant Command

COMPACAF - Commander Pacific Air Forces

COMPACOM - Commander Pacific Command

CRGE - Contingency Response Group Element

DOC - Designed Operational Capability

DoD - Department of Defense

DZ - Drop Zone

DZNCO - Drop Zone Control Officer

EET - Exercise Evaluation Team

FY - Fiscal Year

HQ - Headquarters

IAW - In Accordance With

ITV - In-transit Visibility

JCS - Joint Chief of Staff

LOGDET - Logistics Detail

LTI - Limited Technical Inspection

MEGP - Mission Essential Ground Personnel

MHE - Material Handling Equipment

MOA - Memorandum of Agreement

MOOTW - Military Operations Other Than War

MRSP - Mobility Readiness Spare Package

NCO - Non-Commissioned Officer

OJT - On the Job Training

OPCON - Operational Control

OPLAN - Operation Plan

OPR - Office of Primary Responsibility

OPSTEMPO - Operations Tempo

PACAF - Pacific Air Command Air Forces

SAAM - Special Assignment Airlift Mission

T.O. - Technical Order

TACC - Tanker Airlift Control Center

TDP - Transportation Documentation and Publications

TMSK - Temporary Mission Support Kit

UMD - Unit Manpower Document

USPACOM - United States Pacific Command

USTRANSCOM - United States Transportation Command

UTC - Unit Type Code

UXO - Unexploded Ordnance

VCNCO - Vehicle Control Non-Commissioned Officer

WRM - War Readiness Materials

Attachment 2

HISTORY OF THE COMBAT MOBILITY FLIGHT (CMF)

A2.1. Situation.

A2.1.1. Background.

A2.1.1.1. Theater force reductions in C-130 aircraft, aircrews, and ground support personnel have been ongoing since 1989. Yokota based C-130s were reduced by one airlift squadron (12 aircraft) in 1989 and another 4 aircraft in 1993 to a 16 aircraft squadron. The 8th Mobile Aerial Port Squadron was decommissioned in 1991 and AMC transferred control of COMPACOM-based C-130s to PACAF in 1992. AMC's Global Reach Laydown Plan changed theater en-route ground support capability by designating East and West coast Air Mobility Operations Groups (AMOG), designed to provide an on-call response for theater airlift support. Establishment of the AMOG resulted in elimination of deployment/mobility capability from the en-route system in PACOM. Due to the geographical magnitude of the COMPACOM AOR, the time required to get ground support in-place often determines logistics feasibility of airlift operations.

A2.1.2. Implementation.

A2.1.2.1. PACAF/CC approved Combat Mobility Element (CME) manning and beddown locations on 1 April 1994.

A2.1.2.2. HQ PACAF XPM/DPR loaded manpower on Unit Manning Documents (UMD) and allocated personnel to authorizations.

A2.1.2.3. The first CME officially stood up at Yokota AB, Japan on 1 October 1994. Subsequent CME's were activated at Osan AB, Korea, and Elmendorf AFB, Alaska.

A2.1.2.4. The CME at Osan AB was transferred to Kadena AB, Japan in 1996 and subsequently transferred to Hickam AFB, Hawaii in 2005.

A2.1.2.5. On 1 August 2008, as a part of the AF wide Logistics Readiness Squadron restructuring, all Combat Mobility Elements became Combat Mobility Flights.

A2.1.3. General Background.

A2.1.3.1. PACAF aerial port ground support is an integral part of theater airlift readiness and capability. Assignment of these personnel and equipment resources represents a logical evolutionary shift in conventional thinking regarding PACAF OPCON of COMPACOM's theater C-130s. Previously, only the aircraft and aircrews came under COMPACOM's COCOM. Transfer of the C-130s to PACAF was accompanied by operations, aircraft maintenance, and aerial port ground support personnel. Assigning "back-end" support to the theater commander is now seen as an integral requirement to ensure effective employment of theater assigned C-130s.

Attachment 3

SAMPLE OF MONTHLY CMF STATUS REPORT, RCS: PAF-A4R (M)0202

Figure A3.1. Monthly CMF Status Report

MONTHLY CMF STATUS REPORT							
MONTH AND YEAR:		STATION:			CODE:		
I. PASSENGERS AND BAGGAGE							
ORIGINATING PAX	THRULOAD PAX	TERMINATING PAX	ORIG BAGS (TONS)	TERM BAGS (TONS)			
II. LOADS RIGGED FOR AERIAL DELIVERY							
TYPE LOAD	RIGGED	UPLOAD	OFFLOAD	REHANDLED	MALFUNCTION	TOTAL LOADS	TONS
HEAVY							
CDS							
SAND BAGS							
COMBAT O/L							
BALLAST							
PALLETS							
						TOTALS=	
III. AIRCRAFT HANDLED BY TYPE							
TYPE	ARRIVAL	DEPARTURE	REHANDLE	TOTAL			
C-5							
C-17							
C-130							
KC-10							
KC-135							
COMMERCIAL							
OTHER							
IV. VEHICLES AND MHE							
TYPE	AUTH	ASSIGN	AVAIL	STATUS			
HMMWV							
6 PAX TRUCK							
10K AT FORKLIFT							
10K STD FORKLIFT							
25K LOADER							
10 TON TRACTOR							
35 TON LB TRAILER							
ATV							
OTHER							
V. EQUIPMENT							
TYPE	AUTH	ASSIGN	AVAIL	STATUS			
HE PLATFORMS							
CDS							
ITV KITS							
JI KITS							
SCALES							
VI. PERSONNEL							
TYPE	AUTH	ASSIGN	AVAIL	TDY (MANDAYS)	O/T (MANDAYS)	REMARKS	
MILITARY							
US CIVILIAN							
OTHER							
VII. TRAINING							
TYPE	MINIMUM %	# REQUIRED	QUALIFIED	STATUS			
FADLC	60						
HAZMAT INSPECTORS	25						
JOINT INSPECTORS	25						
ITV	40						
10K AT FORKLIFT	90						

25K LOADER/NGSL 90
 DGATES/RGATES 90
 LOAD PLANNERS 40

VIII.**TDY**

TYPE	# PERSONNEL	# MANDAYS	REMARKS
OPERATION			
EXERCISE			
DZ RECOVERY			
TRAINING			

IX.**DETAILS**

TYPE	# PERSONNEL	# MANDAYS	NAME
SQUADRON			
BASE			
OTHER			

X.**REMARKS****XI.****AUTHENTICATION**

PREPARER (TYPE NAME, GRADE AND SIGNATURE)

REVIEWING OFFICIAL (TYPE NAME, GRADE AND SIGNATURE) DATE

Qualification**Minimum Percentage Required**

RGATES/DGATES

+85 Percent

ITV

Use Unit's Designed Operational Capability (DOC)
Statement plus 10 Percent

Load Planners

40 Percent

+Hazardous Materials Inspector

25 Percent

+Joint Inspection

25 Percent

10K AT/STD, 25K

90 Percent

+25K Halvorsen Next Generation
Small Loader (NGSL)

90 Percent (CMF's w/NGSLs)

60K Tunner Loader

+30 Percent (units w/60Ks)

+10-Ton Tractor

50 Percent

+25ft/40ft Trailer

50 Percent

+29/44 Passenger Bus

30 Percent

Engine Running Offload (ERO)

50 Percent

Latrine Servicing Truck

10 Percent

Wide Body Staircase

10 Percent

NVGs

75 Percent

+**Note:** Technical school graduates (2T231) and newly arriving members have up to 6 months to fulfill these training requirements.